(1)

THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CB04B

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: VILLAGE OF CLEVES CODE # 061 - 16028

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09 / 15 / 97

CONTACT: WILLIAM R. MCCORMICK PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: MAIDEN, MERIAN, HOWELL STREET RECONSTRUCTION

SUBDIVISION TYPE
(Check Only 1)
- __ 1. County
- __ 2. City
- __ 3. Township
- X 4. Village
- __ 5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
- X 1. Grant $ 196,200
- __ 2. Loan $
- __ 3. Loan Assistance $

MBE SET-ASIDE OFFERED
- Construction $
- Procurement $

PROJECT TYPE
(Check Largest Component)
- X 1. Road
- __ 2. Bridge/Culvert
- __ 3. Water Supply
- __ 4. Wastewater
- __ 5. Solid Waste
- __ 6. Stormwater

TOTAL PROJECT COST: $ 218,000 FUNDING REQUESTED: $ 196,200

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 196,200.00 LOAN ASSISTANCE: $

LOAN: $ % TERM: YRS. (Attach Loan Supplement)

(Check Only 1)
- X State Capital Improvement Program
- __ Local Transportation Improvements Program
- __ Small Government Program

DISTRICT MBE SET-ASIDE:
- Construction $
- Procurement $

FOR OPWC USE ONLY

PROJECT NUMBER: C___ / C___
Local Participation ____%
OPWC Participation ____%
Project Release Date: _____
OPWC Approval: _____

APPROVED FUNDING: $
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$_____.00	_____	_____
	2. Final Design	$_____.00	_____	_____
	3. Other Engineer Services *	$_____.00	_____	_____
	Supervision	$_____.00		
	Miscellaneous	$_____.00		
b.)	Acquisition Expenses:			
	1. Land	$_____.00		
	2. Right-of-Way	$_____.00		
c.)	Construction Costs:	$ 218,000.00	_____	_____
d.)	Equipment Purchased Directly:		_____	
e.)	Other Direct Expenses:	$_____.00	_____	_____
f.)	Contingencies:	$_____.00		
g.)	**TOTAL ESTIMATED COSTS:**	$ 218,000.00		

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$_____.00		_____
b.)	Local Public Revenues	$ 21,800.00		10
c.)	Local Private Revenues	$_____.00		_____
d.)	Other Public Revenues			
	1. ODOT PID# _____	$_____.00		_____
	2. EPA/OWDA	$_____.00		_____
	3. OTHER	$_____.00		_____
SUB TOTAL LOCAL RESOURCES:			$ 21,800.00	10
e.)	OPWC Funds			
	1. Grant	$ 196,200.00		90
	2. Loan	$_____.00		_____
	3. Loan Assistance	$_____.00		_____
SUB TOTAL OPWC RESOURCES:			$ 196,200.00	90
f.)	**TOTAL FINANCIAL RESOURCES:**		$ 218,000.00	100

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Maiden, Merian, and Howell Street Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a.) SPECIFIC LOCATION:

Project is located in the Village of Cleves. The project limits are as follows:

Maiden Lane: from Howell Street to southern terminus - 200LF
Merian Lane: from Maiden Lane to Howell Street - 300LF
Howell Street: from Skidmore Avenue to Merian Lane - 400LF

PROJECT ZIP CODE: 45002

b.) PROJECT COMPONENTS:

1.) Remove the existing pavement to subgrade.
2.) Install new base material.
3.) Install new storm drainage system.
4.) Install new vertical concrete curbs.
5.) Overlay with new asphaltic concrete pavement.
6.) Seeding and mulching.

c.) PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is 900 LF. The width of the existing roadway varies 15'-21'. Existing storm drains and curbs are deteriorated and replacement is the only feasible solution. The existing pavement is severe;y distressed and has numerous base failures.

d.) DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.
Attach current rate ordinance.

The current ADT is 120600. The facility will not be expanded as a result of this project.

2.3 USEFUL LIFE / COST ESTIMATE:

Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 218,000.00	100 %
State Funds Requested for Repair and Replacement	$ 196,200.00	90 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$	0 %
State Funds Requested for New and Expansion	$	0 %

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the Total Project Costs.)

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	5 / 1 / 97	12 / 1 / 97
4.2	**Bid Advertisement:**	11/ 1 / 98	12/ 1 / 98
4.3	**Construction:**	12 / 30 / 98	12 / 31 / 99

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER: Harold Duncan
TITLE: Mayor
STREET: 101 N. Miami Avenue
CITY/ZIP: Cleves 45002
PHONE: (513) 941 - 5127
FAX: (513) 941 - 5299

5.2 CHIEF FINANCIAL OFFICER: Thomas Lind
TITLE: Clerk/Treasurer
STREET: 101 N. Miami Avenue
CITY/ZIP: Cleves 45002
PHONE: (513) 941 - 5127
FAX: (513) 941 - 5299

5.3 PROJECT MANAGER: William R. McCormick
TITLE: Project Engineer
STREET: 2021 Auburn Avenue
CITY/ZIP: Cincinnati 45219
PHONE: (513) 721 - 5500
FAX: (513) 721 - 0607

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

_____ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

_____ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

_____ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

_____ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.**(Attach)**

_____ Capital Improvements Report: (Required by 164 O.R.C. on standard form)
- _____ A: Attached.
- _____ B: Report/Update Filed with the Commission within the last twelve months.

_____ Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

_____ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been dulyauthorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: **Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice To Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

HAROLD DUNCAN MAYOR

Certifying Representative (Type or Print Name and Title)

Harold Duncan Mayor Sept 25 1997

Signature/Date Signed

PROJECT: MAIDEN, MERIAN & HOWELL STREET RECONSTRUCTION
ENG. EST.: $218,000.00

ENGINEER'S ESTIMATE

REF NO	ITEM NO	DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	5000.00	$ 5,000.00
2	202	PAVEMENT REMOVED	SY	2500	12.00	$ 30,000.00
3	203	EXCAVATION, NOT INCL EMBANKMENT	CY	500	15.00	$ 7,500.00
4	203	SUBGRADE COMPACTION	SY	2500	2.00	$ 5,000.00
5	301	BITUMINOUS AGGREGATE BASE	CY	400	65.00	$ 26,000.00
6	404	ASPHALT CONCRETE	CY	200	65.00	$ 13,000.00
7	604	CB-3	EA	6	2000.00	$ 12,000.00
8	609	CURB, TYPE 6	LF	2000	10.00	$ 20,000.00
9	614	MAINTAINING TRAFFIC	LS	1	5000.00	$ 5,000.00
10	623	CONSTRUCTION LAYOUT	LS	1	8000.00	$ 8,000.00
11	659	SEEDING AND MULCHING	SY	2500	5.00	$ 12,500.00
12	SPL	UTILITY ADJUSTMENTS	LS	1	50000.00	$ 50,000.00
13	603	12" STORM	LF	800	30.00	$ 24,000.00

TOTAL ESTIMATED COST $218,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.

Daniel W. Schoster, P.E.

STATE OF OHIO
DANIEL W. SCHOSTER
E-56514
REGISTERED
PROFESSIONAL ENGINEER

Village of Cleves, Ohio

MAYOR, HAROLD DUNCAN
(513) 941-5127

CLERK / TREASURER
THOMAS G. LIND
(513) 941-5127

101 NORTH MIAMI AVENUE
CLEVES, OHIO 45002

INCORPORATED 1875

CHIEF OF POLICE
E. RUSSELL MESSER
(513) 941-1212

STREET COMMISSIONER
JOHN BOOTH
(513) 941-3618

STATUS OF FUNDS REPORT

The Village of Cleves will utilize $21,800.00 from its General Fund as its participation for the Maiden, Merian, and Howell Street Reconstruction Project.

Thomas Lind, Clerk/Treasurer
Village of Cleves

Date: 9/24/97

RESOLUTION 3, 1997

RESOLUTION AUTHORIZING FILING OF APPLICATION FOR 1997 - 1998 ISSUE TWO FUNDS AND EXECUTION OF PROJECT AGREEMENT WITH OHIO PUBLIC WORKS COMMISSION

WHEREAS, the Council for the Village of Cleves has determined that it is necessary and in the best interest of the Village to authorize the filing of an Application for 1997 - 1998 issue two funds and to execute a Project Agreement with the Ohio Public Works Commission;

NOW, THEREFORE, BE IT UNANIMOUSLY RESOLVED BY THE COUNCIL OF THE VILLAGE OF CLEVES; STATE OF OHIO, THAT:

Section 1. The Council of the Village of Cleves approves and the Mayor is hereby authorized to file an application for 1997 - 1998 issue two funds and execute a Project Agreement with the Ohio Public Works Commission;

Section 2. This Resolution shall take effect and be in force at the earliest period allowed by law.

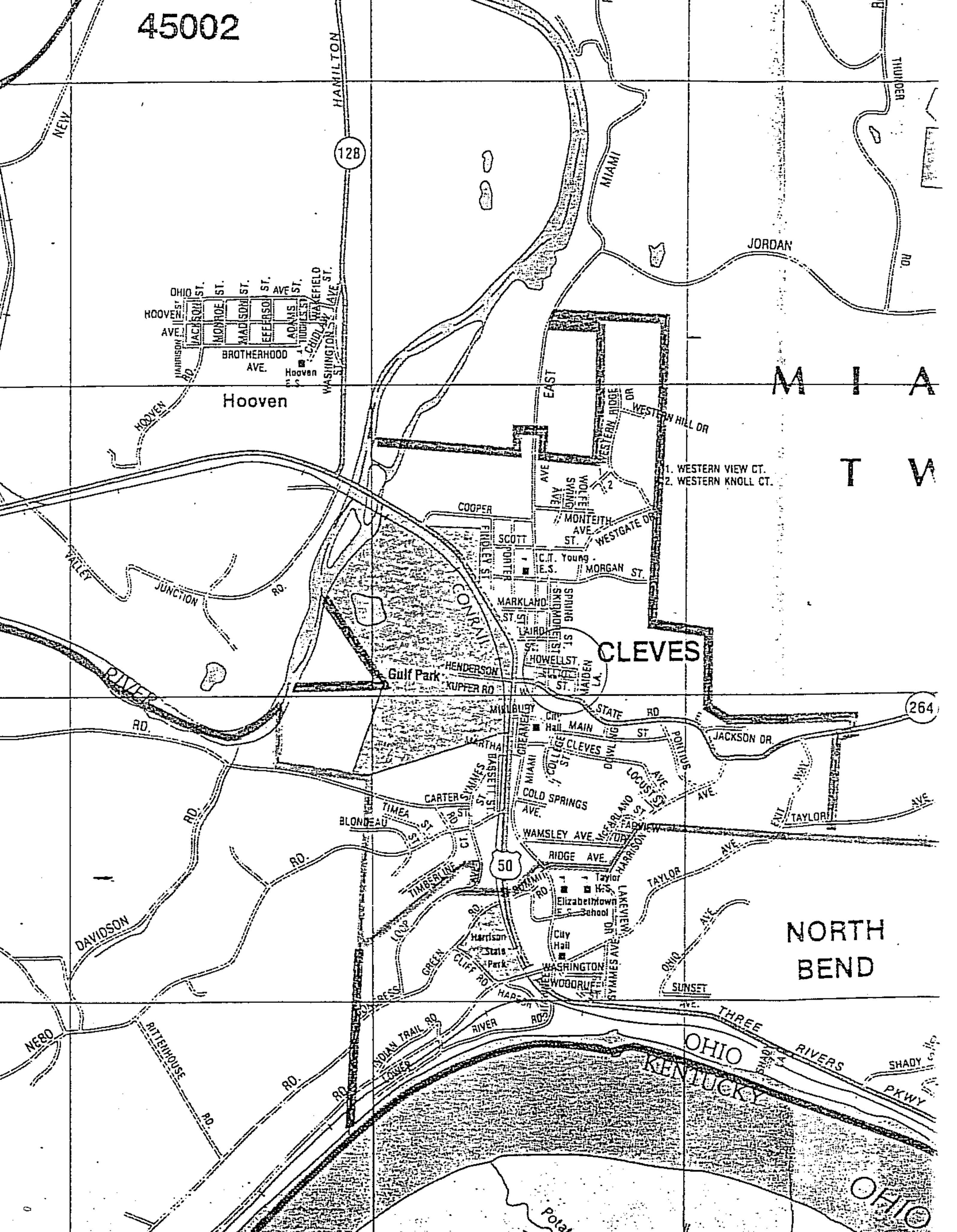
Passed: December 10, 1997

Harold Duncan
HAROLD DUNCAN
Mayor

Linda Bolton
LINDA BOLTON
Clerk

Approved as to Form:

Robert P. Mecklenborg
ROBERT P. MECKLENBORG
Solicitor


45002
HAMILTON
128
NEW
MIAMI
JORDAN
RD.
THUNDER
OHIO
AVE
HOOVEN
AVE.
JACKSON
MONROE
MADISON
JEFFERSON
ADAMS
HUGHES ST
CHIDLAW
WAKEFIELD
WASHINGTON ST.
BROTHERHOOD AVE.
HARRISON RD.
Hooven
Hooven
M I A
T W
EAST
AVE
WESTERN RIDGE DR
WESTERN HILL DR
1. WESTERN VIEW CT.
2. WESTERN KNOLL CT.
WOLFE
SWING AVE
COOPER
MONTEITH AVE.
WESTGATE DR
SCOTT ST.
FINDLEY ST
PORTER
C.T. Young E.S.
MORGAN ST.
VALLEY
JUNCTION RD.
CONRAIL
MARKLAND ST.
LAIRD ST.
SKIMMORE ST
SPRING ST.
HOWELL ST.
MAIDEN LA.
CLEVES
RIVER
Gulf Park
HENDERSON
KUPFER RD
STATE RD
264
City Hall
MAIN ST
JACKSON DR.
RD.
MARTHA
CREAMERY
CLEVES
COLLEGE ST
DOWLING
PONTIUS
LOCUST ST
AVE.
MIAMI
CARTER
SYMMES ST
BASSETT ST
TIMEA ST
BLONDEAU
COLD SPRINGS AVE.
McFARLAND ST
FAIRVIEW
TAYLOR
AVE
EXIT
WAMSLEY AVE.
RIDGE AVE.
HARRISON
RD.
50
TIMBERLINE
TAYLOR
Taylor H.S.
Elizabethtown E.S. School
LAKEVIEW DR
DAVIDSON
LOOP
Harrison State Park
City Hall
NORTH BEND
OHIO AVE
GREEN
CLIFF RD
WASHINGTON
WOODRUFF
SYMMES AVE
SUNSET
HARRISON
THREE RIVERS PKWY
NEBO
RITTENHOUSE RD.
INDIAN TRAIL RD
RIVER RD
LOWER
RD.
OHIO
KENTUCKY
SHADY LA
SHADY
OHIO

ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X__

Fair _____ Good ____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing facility has numerous base failures. The roadway is very rough and full of potholes, washboarding and alligator cracking. The storm sewer system has failed and is inadequate to handle the storm water efficiently.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

__4__ (weeks)/months (Circle one)

Are preliminary plans or engineering completed? Yes (No)

Are detailed construction plans completed? Yes (No)

Are all right-of-way and easements acquired?* Yes No (N/A)

*Please answer the following if applicable:

No. of parcels needed for project: __0__ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. __4__ weeks/(months)

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The proposed project will affect safety by providing a smooth driving surface for motorists. Health and welfare will be impacted by properly draining storm water.

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local __X__

MRF _____ OWDA _____ CDBG _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

__10__ %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban __X__

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 100 x 1.2 = 120 users per day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C, chapter 164?

Yes X No____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

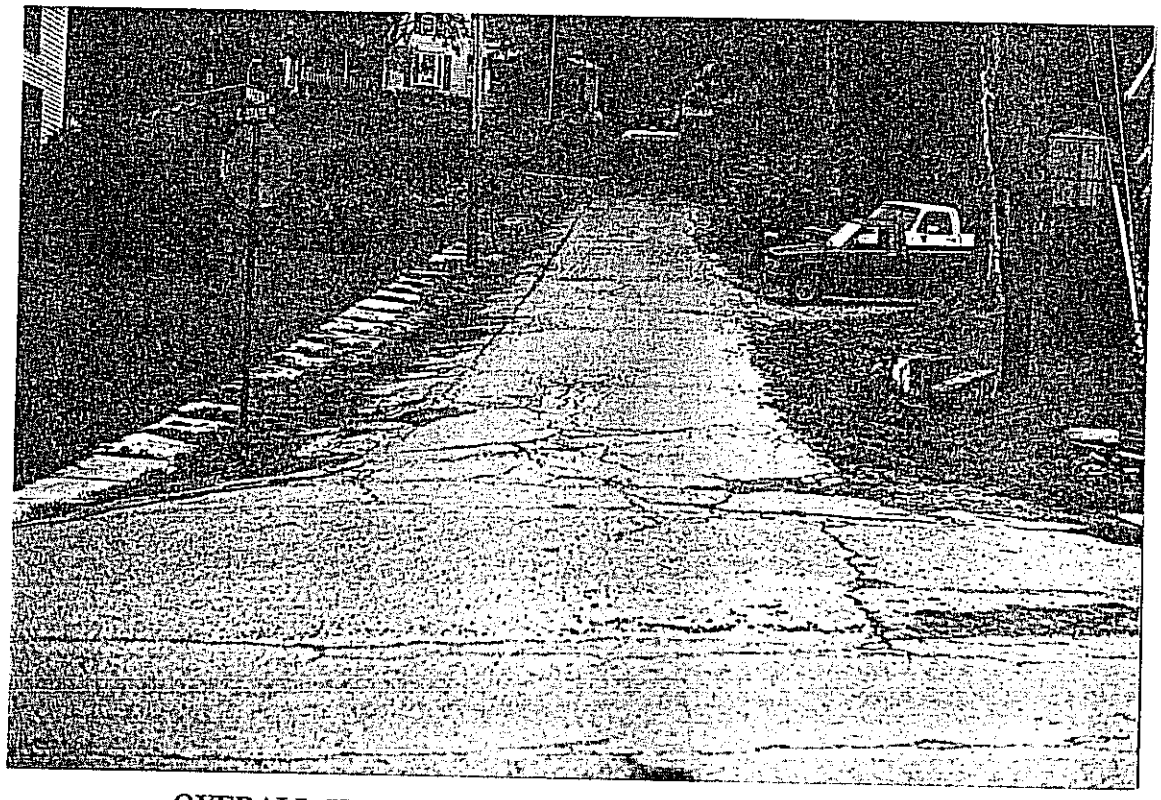
Howell Street, Maiden Lane, and Merian Lane are residential streets in the village. There is no regional impact beyond the village.

9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

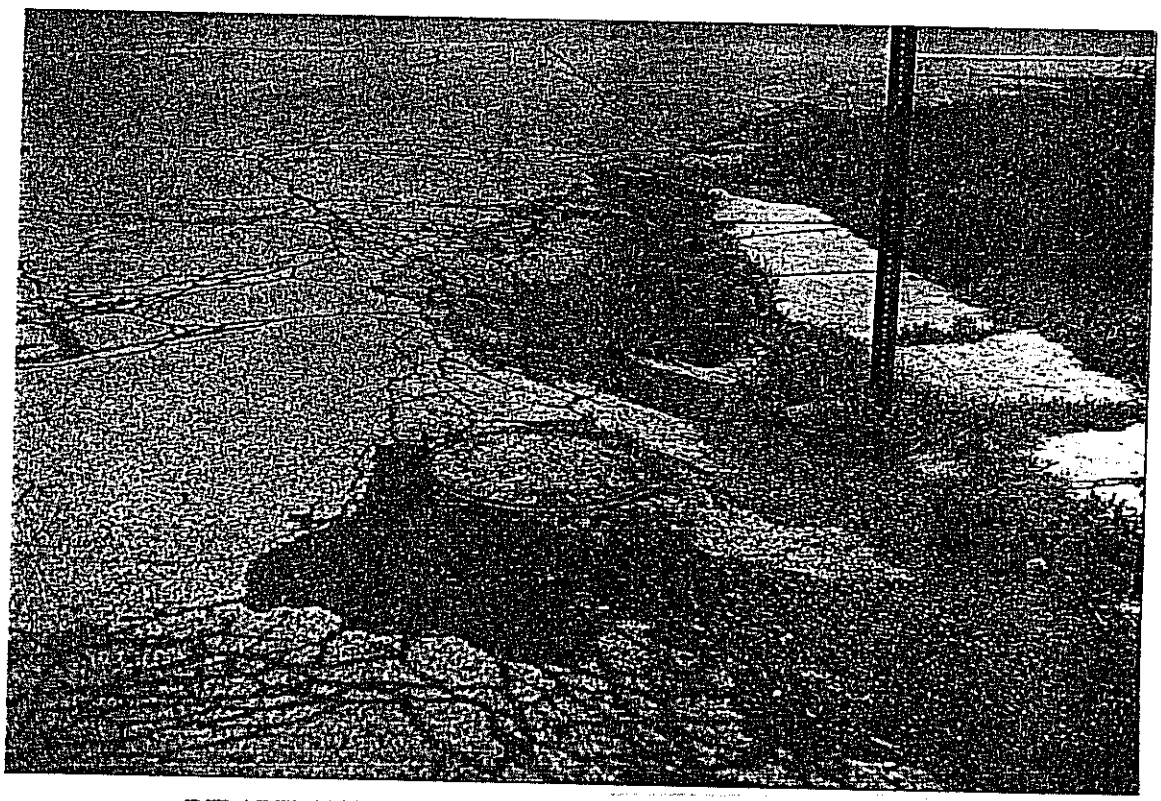
Existing LOS_____ Proposed LOS_____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

MAIDEN LANE

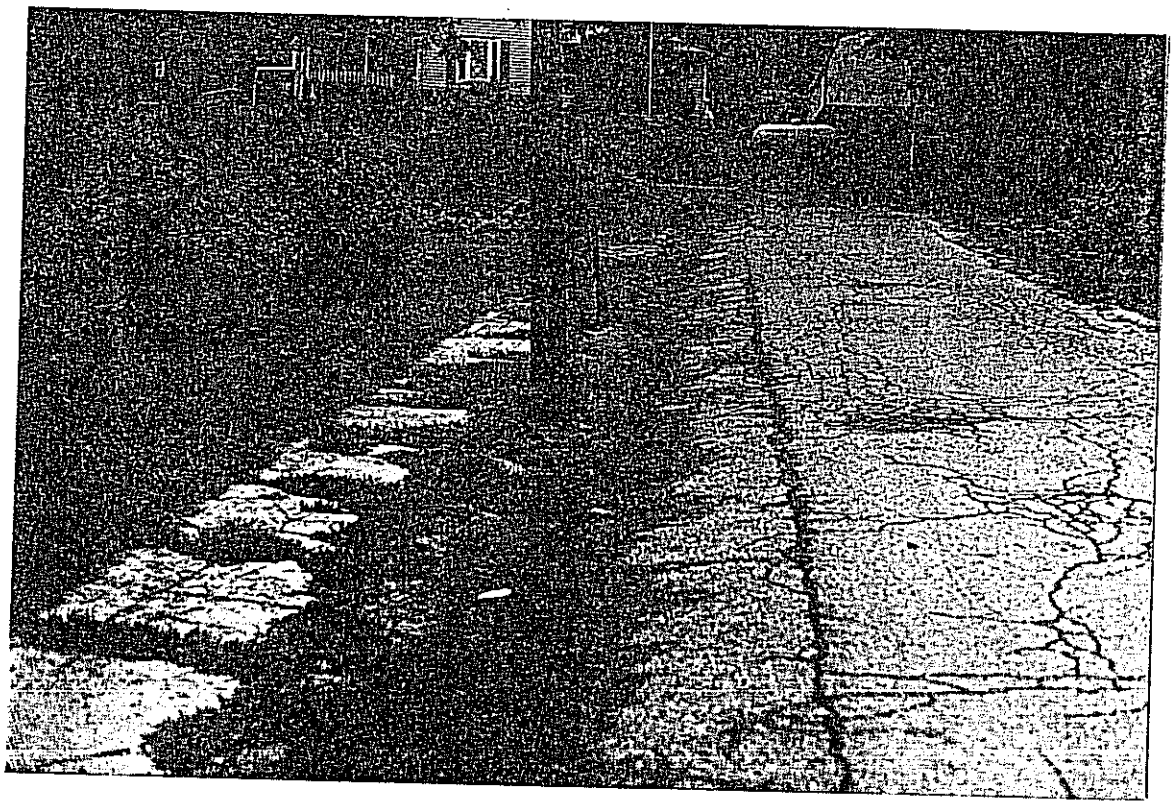


OVERALL VIEW NO CURBS, ALLIGATOR CRACKING
DILAPIDATED DRAINAGE SWALE

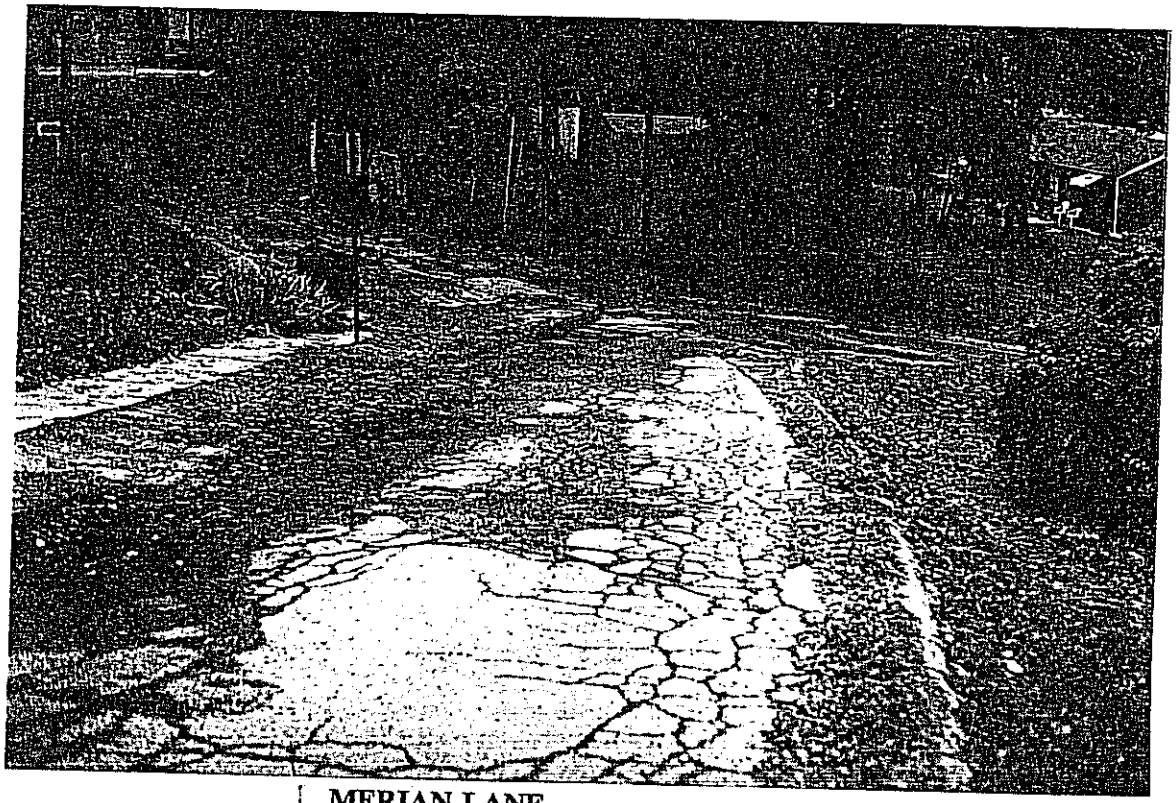


DILAPIDATED STORM SEWER SYSTEM & SEVERE
ALLIGATOR CRACKING

MAIDEN LANE
MERIAN LANE



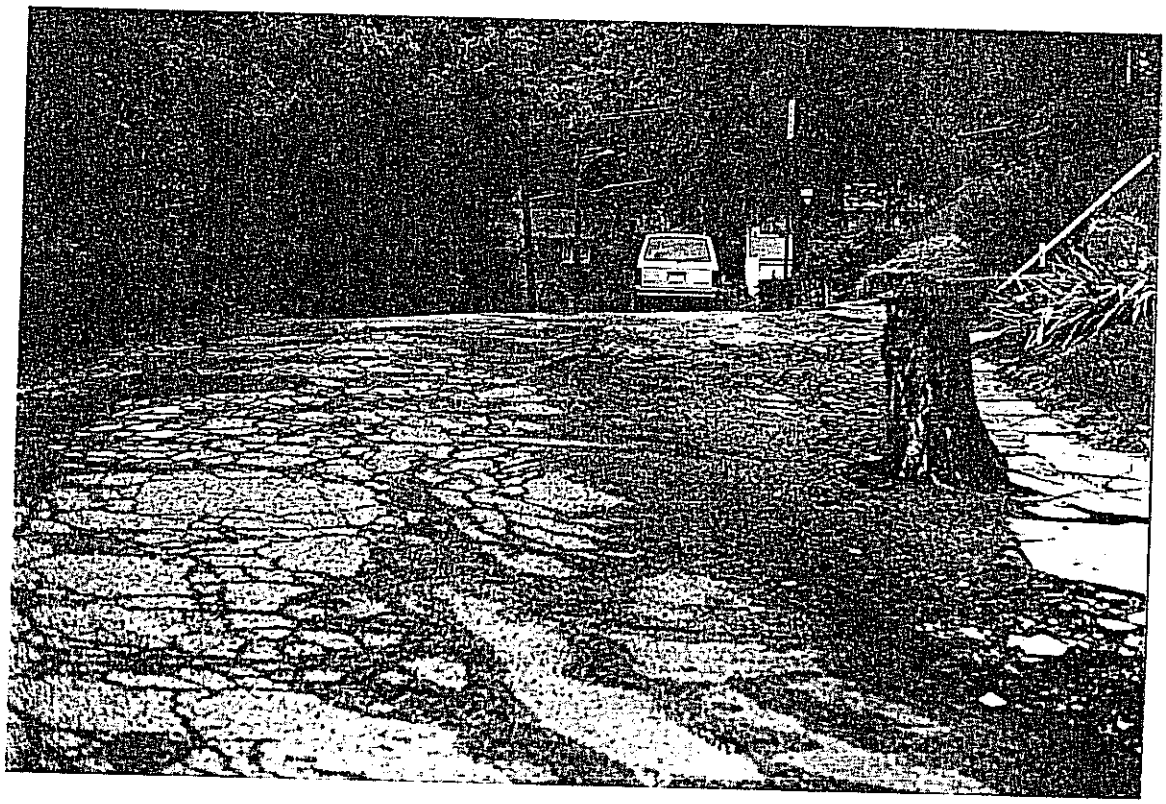
DILAPIDATED DRAINAGE SWALE



MERIAN LANE

SEVERE ALLIGATOR CRACKING

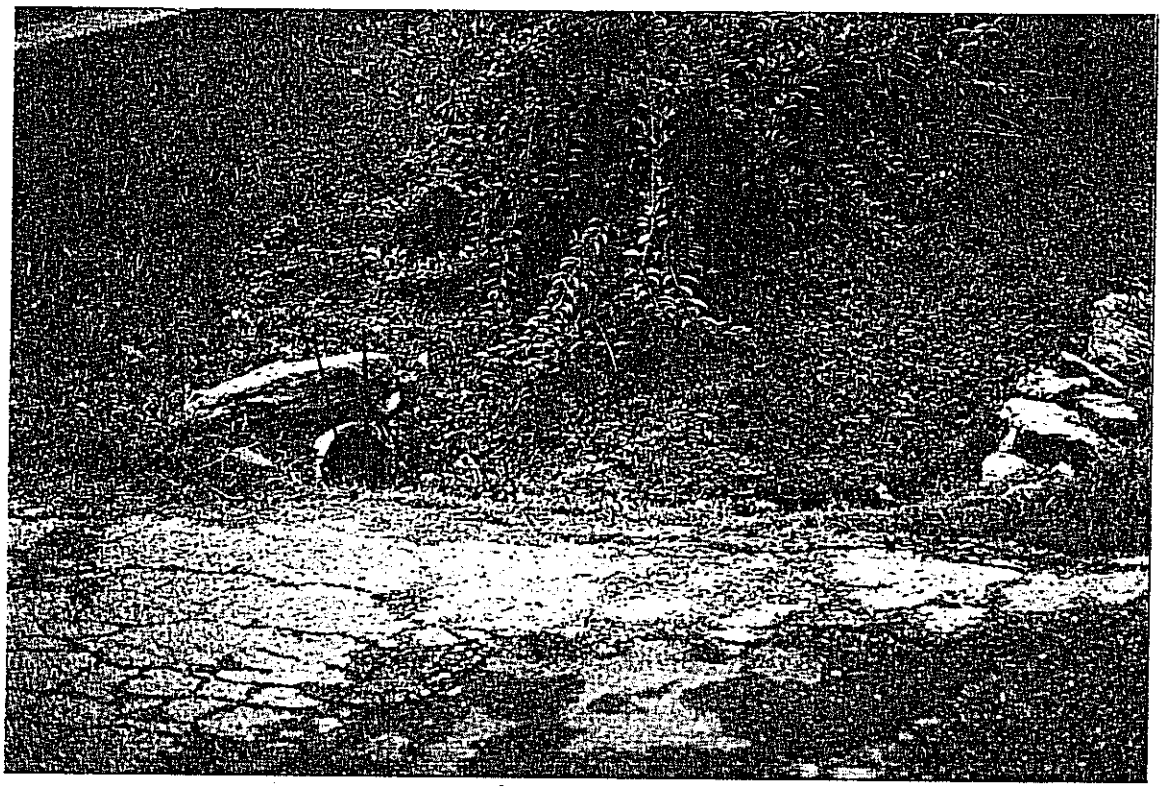
MERAIN LANE



SEVERE ALLIGATOR CRACKING & PATCHING
PAVEMENT TURNING TO RUBBLE

HOWELL STREET

SEVERE ALLIGATOR CRACKING & PATCHING NO EXISTING STORM SEWERS



INSUFFICIENT STORM DRAINAGE

SCIP/LTIP PROGRAM
ROUND 12 - PROGRAM YEAR 1998
PROJECT SELECTION CRITERIA
JULY 1, 1998 TO JUNE 30, 1999

JURISDICTION/AGENCY: VILLAGE OF CLARKS

NAME OF PROJECT: MAIDEN, MERIAN, HOWELL ST. RECONSTR

PRELIMINARY SCORE FOR THIS PROJECT: 60

FINAL SCORE FOR THIS PROJECT: 60

RATING TEAM: 3

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) — *POINTS* 10

10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10.

5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10.

0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions)

25

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

Nothing appears salvageable — very poor grades

NOTE: If the infrastructure is in "good" or better condition, it will *NOT* be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

1

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area? (See Addendum for definitions)

8 Safety & Health

10 Points - Highly significant importance, with substantial impact on all 3 factors.

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

5) What is the overall economic health of the jurisdiction?

10

10 Points
8 Points
6 Points
4 Points
2 Points

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

1

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

1

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

1

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*
Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.